



PROPOSAL FOR SERVICES

BIG SUR COASTAL TRAIL MASTER PLAN



PREPARED FOR:



MAY 31, 2007

SUBMITTED BY:



landscape architects and planners
511 First Street
Benicia CA, 94510

IN ASSOCIATION WITH:

RBF CONSULTING, *engineers, planners & surveyors*
TIMOTHY C. BEST, *Certified Engineering Geologist*
BIOTIC RESOURCES GROUP, *biologists*





landscape architects & planners

May 31, 2007

Trish Chapman, Project Manager
State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Dear Ms. Chapman:

I am pleased to provide LandPeople's proposal to prepare the Big Sur Coastal Trail (BSCT) Master Plan. I will be the Project Manager and point of contact for all aspects of the work. The LandPeople Team brings several unique qualifications for this important project:

Trail planning and design GIS specialists. LandPeople is a northern California planning and landscape architecture firm specializing exclusively in planning, design, and implementation of trails. Through the course of over 35 trail projects over the past 7 years we have developed a specific methodology for trail planning and design based on use of GIS for analysis, mapping and system modeling. Our GIS and overall trail planning expertise is reflected in professional awards and conference presentations:

- ❑ California Association of Environmental Professionals Outstanding Planning Document Award, 2007 – Santa Rosa Citywide Creek Master Plan (LandPeople prepared the recreation, access and transportation component and all GIS mapping and report formatting).
- ❑ American Planning Association Northern California Chapter Outstanding Planning Implementation Award for Large Jurisdictions, 2006 – Solano Countywide Pedestrian Plan.
- ❑ In May 2007 Randy Anderson and John Seagrave presented a session on GIS for trail planning at the California Trails and Greenway Conference. Randy has also presented on ADA standards for trails to the Association of Environmental Professionals and at the 2005 California Trails and Greenway Conference.

An efficient, experienced specialist team. Our consultant team is experienced working with LandPeople on trail projects in similar settings, including several segments of the California Coastal Trail, and other regional system plans. We are experienced with the special challenges of planning and implementing trails in rugged, scenic, and settled coastal settings. Our team is very knowledgeable of the BSCT project background, participants and site, and provides all the special technical skills needed to prepare the BSCT Master Plan.

Expert multi-agency project management. Most LandPeople trail projects involve working with multi-agency and organization steering committees with active stakeholder and community involvement. I have over 30 years of professional experience, the majority involving management of multi-disciplined consultant teams on complex and often controversial multi-agency projects. For the past 15 years this work has been almost exclusively open space/trail access planning, acquisition and implementation.

Integrated public participation and planning processes. The "LandPeople" firm name was chosen to underscore our ability and commitment to work with people to resolve sensible and sustainable plans for using resource land. Our outreach and public participation strategy will be resolved with input from the Steering Committee and public to provide a "transparent" planning process, with active listening, and expert meeting facilitation, recording and response to comments. We will build on the accomplishments of the Big Sur Multi-Agency Advisory Committee and other prior planning and participation efforts. Local contacts and key project staff will be accessible for questions and comments throughout; project information, contacts and products posted on the web; and products and presentations that are designed to inform, be informed and facilitate interaction with participants.

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LANDSCAPE ARCHITECTURE

LAND PLANNING

OPEN SPACE PLANNING

TRAIL PLANNING & DESIGN

GIS CONSULTING

Real-world trail system implementation and management experience. Our trail planning capabilities benefit from my experience as Planning Manager or Senior Planner for the Midpeninsula Regional Open Space District's 250 mile trail system. For 8 years I was responsible for all planning, construction, and repairs; environmental analysis, mitigation and restoration; addressing user and neighbor issues; inter-jurisdictional coordination; and all support facilities such as parking, restrooms, gates and fencing, and signs and maps. This real-world experience has carried on into the trail projects LandPeople has completed over the past 7 years. It will help the LandPeople Team to provide a detailed, responsive, and realistic trail plan.

Local presence and knowledge. Our major team member, RBF Consulting, provides a Monterey County presence in their Marina office to serve the project, as well as key traffic engineering and transportation planning skills through Professional Engineer Frederik Venter, who worked with LandPeople on our San Lorenzo Valley Trail Feasibility Study. RBF also brings valuable planning skills and background to the project through Planner Sarah Hardgrave, who previously worked for Monterey County on the Big Sur Land Use Plan, and is intimately familiar with the community, the issues, and the setting.

A personal commitment. Each team member is personally excited about this project, and committed to its success. I have a personal stake in a sensitively planned and feasible Coastal Trail, as I have been a frequent hiker and visitor on the Big Sur coast my entire life, most recently a 30 mile hike in the Ventana wilderness with my daughter in March. My personal goal is to be able to return and hike at least major portions of the BSCT with future grandchildren, and to be able to meet any of the project participants (whether they support the trail or not) and have them say that we did a great job on the planning process. I have typically been able to achieve this level of success on other planning/public participation efforts.

LandPeople is a Certified Small Business (#0025732) with the California Department of General Services, Office of Small Business and DVBE Certification. We look forward to the opportunity to further discuss our understanding, approach and qualifications for this exciting project.

Sincerely,

Bruce Randolph (Randy) Anderson
CA. Landscape Architect #2223, Planner AICP
Owner and Principal

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Project Approach

The LandPeople Team has outlined our specific proposed methodology and products below for each major task in the Scope of Work. Our goal is to provide the most useful and cost-effective services to help the Coastal Conservancy and its partners on the Steering Committee create a plan for the Coastal Trail that is broadly supported by the community and can be smoothly transitioned to specific design and implementation projects.

1. Project initiation, establish goals and objectives

We have collected and examined all the available background documents, maps and data to ensure that our proposal is thorough and we are well prepared to start the project. This includes examination of the CHMP GIS data, the Monterey County General Plan/LCP Big Sur Land Use Plan and associated Trail Plan; Monterey County GIS parcel data and pertinent land use and environmental data, Highway 1 right-of-way and as-built drawings from Caltrans District 5. We are familiar with Coastal Trail goals, policies and standards from prior projects.

Steering Committee Project Initiation Meeting. We will work with the Coastal Conservancy and Steering Committee to ensure that we obtain and understand all the background information, ideas, and concerns. We will review project goals, policies and objectives, refine the work scope and methodology, and discuss the format and content of the project maps, tables and reports.

Public Participation Program. We will confirm the design of a public outreach and participation process that takes full advantage of prior efforts, and is integrated with the planning process. Participants will have the opportunity to understand and comment on the process as well as provide input and comment on products. We will provide expert meeting facilitation, recording and response to comments informed by extensive past work with the Big Sur community by RBF Consultants Planner Sarah Hardgrave. Sarah and other key staff will be accessible for questions and comments throughout the project. Products and presentations will be designed to inform, respond to past input and facilitate interaction with participants. Project information, contacts and products will be provided for posting on the web so they are readily accessible.

Public Project Initiation Meeting. This meeting will be critical to establish trust and confirm or refine project goals and objectives and process. Our efforts will benefit from RBF Consulting Planner Sarah Hardgrave's background of 30 meetings with the Big Sur community during her previous work for Monterey County for preparation of the Big Sur Land Use Plan Update and Coastal Commission Periodic Review for the Monterey County General Plan/LCP, and Project Principal Randy Anderson's experience working with coastal communities on trail plans in Sonoma, Marin, San Mateo, and Santa Cruz counties. Randy and Sarah will facilitate and record public comments, and prepare a meeting record.

Note: We propose to combine Task 2, the Existing Conditions Report, with Task 4, the Opportunities and Constraints report. Our experience with similar projects is that the opportunities and constraints become very quickly apparent through review of existing conditions. Generally the participants in the study are very familiar with the setting, the issues, and even the potential trail alternatives from prior work for the Coastal Land Use Plan. The study will tend to focus quickly on specific critical or controversial issues and technically challenging trail corridors. Combining these tasks and products will allow us to spend more time on these critical details.

2. Develop design criteria

We will select or adapt planning, design, and operation and maintenance standards to suit each portion of the project and management agency. This will include Caltrans highway design standards and pertinent standards for County and private roads. LandPeople maintains an extensive library of trail and bikeway design standards and details for settings ranging from rugged and remote to highly urbanized. Goals, objectives, policies, standards, and design details will be organized into a unified framework to address each aspect of trail or bike route construction. Design details and standards will include typical cross-sections, gradients and geometry, drainage, bridges, fences, gates, signage, restrooms, parking, benches, tables, and other ancillary features.

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Design criteria and standards will also address ADA access and modifications for special trail use and site conditions, including avoiding impacts on neighboring properties, and avoiding or mitigating visual impacts.

Steering Committee Meeting: The design criteria and the proposed layout and format for maps, tables and descriptions will be reviewed and refined.

3. Existing conditions, opportunities and constraints analysis

The inventory and analysis will include components to address each major issue or subject. This will be a major stage of work with the land owning agencies and organizations, data gathering and analysis, and field reconnaissance.

Natural and Cultural Resources. We will review, map and summarize existing resource information to identify and avoid or address general and site-specific issues. This will benefit from LandPeople's experience managing general environmental assessments for trail studies such as the San Lorenzo Valley Trail Feasibility Study, and formal environmental documents such as for the Cowell-Purissima Coastal Trail, the Pillar Point Trail Plan, the Napa-Solano Ridge Trail Project, or the Sonoma Mountain Ridge Trail Project, as well as RBF's experience preparing a broad range of CEQA and NEPA documents.

Biotic Resources Group and Dana Bland & Associates will review utilize existing biological resource information for the environmental analysis. Electronic databases (e.g., CNDDDB Rarefind 3, CNPS Inventory), as well as previous reports, maps, aerial images, and other local sources will be used for this analysis. They will focus on identifying sensitive habitats and/or occurrences/habitats for special of special concern such that the trail design can avoid these areas or incorporate features to minimize potential adverse impacts to such resources.

As an optional task, Holman Associates, Consulting Archaeologists will complete an initial archaeological literature review of the project area at the Northwest Information Center and review data available from other sources, including the Monterey County, California Department of Parks and Recreation, U. S. Forest Service. Holman will prepare a brief report outlining significant cultural resources and providing recommendations for focused studies and measures to further identify and protect cultural resources.

Environmental Resources and Approach for CEQA. Because the current project scope and budget does not include formal environmental analysis, in order for the current project to be exempt from CEQA, technically the Master Plan must be a "feasibility or planning study," as defined in Attachment C, excerpted from the CEQA Guidelines. This will mean that the project carries no commitment to undertake any implementation except following a more detailed plan review and approval process, with corresponding environmental analysis and findings.

The alternative to this approach would be to prepare an environmental document on the BSCT Master Plan – probably a Programmatic EIR. The LandPeople Team has substantial experience preparing CEQA and NEPA documents on similar projects and could provide this service at an additional cost. The cost would be dependant on the scope of additional technical studies required, the level of detail of analysis in the document, and the level of controversy and requirement for response to comments. The cost range for a Programmatic EIR is likely to be \$100,000 to \$200,000.

Trail Corridor Conditions. LandPeople will use Digital Elevation Model (DEM) data to classify the trail routes based on slope of the land they cross. Steepness of slope will be a basic determinant of trail feasibility and cost to construct. We will classify the trail routes based on soils, landslide, seismic and geologic data contained in the CHMP and other available public domain data. We will review trail corridors in the field, aided by Team Planner Sarah Hardgrave's intimate knowledge of these settings from her work on the Big Sur LCP public access components.

The geologic and geotechnical feasibility of the coastal trail will be evaluated by Certified Engineering Geologist Timothy C. Best in collaboration with LandPeople. Mr. Best has considerable experience in evaluating and routing trails in geologically sensitive terrain. He worked with LandPeople on a number of coastal trail projects.

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He has also worked extensively with Midpeninsula Regional Open Space District, other public agencies, and private landowners in evaluating road and trail conditions and improvement requirements. Geologic and geotechnical constraints will be evaluated through a review of geologic and engineering literature and reports outlined in the CHMP and other available public sources, review of stereo aerial photographs, and analysis of Digital Elevation Model (DEM) data. Limited field reconnaissance will help verify conditions, document typical or special situations, and help to resolve particularly challenging connections. We will evaluate existing trails for their condition, use, maintenance requirements and suitability to be included as part of the Big Sur Coastal trail.

A geologic and geotechnical constraint map will be prepared for perspective routes based on soils, landslide, seismic and geologic conditions. The map would identify the various geologic constraints and outlined areas where detailed engineering/geologic studies may be required. The map will also identify existing trails and their conditions. The constraint map will be used in planning in identifying the most appropriate and feasible long-term trail alignment. Suitable trail alignments will tend to avoid areas of past instability, steeper gradient slopes and potentially difficult stream crossings. Steepness of slope will be one of several basic determinants for trail feasibility and cost to construct. Generally, the steeper the ground the more difficult and more expensive a trail is to construct and maintain.

Destinations and Support Facilities. Existing parking, bus stops, restrooms, lodging, commercial, and general signage will be evaluated for their usefulness for the Coastal Trail. Identification of these features will start with information from prior plans. The goal will be to show all the pertinent features on the GIS map series and quantify and describe them in tables and brief text summaries. The LandPeople Team will make full use of the Steering Committee to help complete or confirm database details for their respective facilities, and their significance for the trail.

Highway 1, Roadways and Trail Routes. Frederik Venter, Professional Engineer for RBF Consulting, will lead the transportation planning and traffic engineering analysis of the trail/bicycle route, collaborating with LandPeople staff to use methodology similar to that employed for our San Lorenzo Valley, Bodega Bay, Point Reyes or Napa County Airport Area trail studies. The Team will assess highway and roadway conditions and feasibility of improvements to provide continuous 4' wide bike shoulders/lanes, potentially to provide space for the Coastal Trail where it is infeasible to provide a separate parallel route, and provisions for safe highway and local road crossings per the Caltrans Manual for Urban Traffic Control Devices.

The highway right-of-way (ROW) and record drawings are available from Caltrans as scanned images. These drawings will be reviewed to determine the available space within the ROW for widening and separate trail alignment at regular intervals, and for each bridge. Caltrans District 5 estimated the reproduction cost for these maps at \$2,400. We have assumed that the maps can be provided as a contribution to the project.

From his previous traffic engineering work for the Amgen Tour of California Bicycle Race, Frederik Venter has GPS/GIS data of the start and end points and parking capacity of every pullout on each side of Highway 1 the entire length of the BSCT study area. This data, and the experience of compiling and analyzing it will be very useful to the bicycle route portion of the BSCT project.

Existing bridges will require special examination. The Coastal Highway Management Plan (CHMP) data provides information about each bridge, but not the specific width or structural configuration, including walkway space. Data will be gathered from Caltrans and other Steering Committee members and field reconnaissance to classify the existing highway bridges and parallel existing bridges that may be used for the Coastal Trail bike and/or separated route.

Ownership, Access and Land Use

Land ownership and rights/feasibility for access along the prospective route is a major aspect of study methodology and project feasibility. This study component will examine relevant policies, existing land use, and public concerns and concepts. LandPeople Principal Randy Anderson is highly experienced working with the public, stakeholders and individual landowners on controversial trail and open space planning projects. We will carefully factor in community and individual concerns expressed in prior meetings and the Project Initiation

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Meeting. Studying and showing trail routes across private property is a very sensitive subject. In other regional trail plans (e.g. Midpeninsula Regional Open Space District, Santa Clara County, San Mateo County Parks) the issue has been addressed by publishing only generalized maps with arrows showing the general corridor for the trail and not identifying any specific property. We will collaborate with the Steering Committee to determine to how, and if, we will study and depict trail corridors across private land.

The CHMP data shows National Forest lands, State Park lands, University of California reserve lands, and recreation areas. We will use data from Monterey County to further classify parcels by ownership, and potentially General Plan/LCP land use categories, whether developed or undeveloped, and other useful factors for evaluating trail access feasibility. We will review information on easements, deed restrictions and Offers-to-Dedicate (OTD) available from the Coastal Commission and correlate to the mapped and tabular parcel information. We will reference this access right information on maps and tables, depending on the quality and extent of the data. At minimum we will create a record of each parcel that has an access right recorded, its basic features and location.

Documentation/deliverables. The existing conditions and important opportunities and constraints will be mapped and described so that all project participants can understand these factors, and by extension the reasoning behind the definition and prioritization of trail alignments. Maps will be prepared at a sub-regional scale, such as the 1" = 2000' map example shown in Figure 1. This will require approximately 12 maps to cover the project area, plus overview maps. 20 report/map sets are budgeted for the Steering Committee, and 50 for the public. The full detail of the data will be available in the GIS for viewing and presentation. See **Optional Tasks Section** for more detail about mapping, reproduction, and publishing options.

Steering Committee Meeting. The existing conditions, opportunities and constraints will be reviewed with the Steering Committee in a "real time" GIS presentation that allows various views and combinations of the data. The maps, tables and descriptions will be refined to add data or clarify opportunities and constraints.

4. Define potential trail alignment(s)

Trail route studies will actually start at the Project Initiation stage with review of preliminary California Coastal Trail studies, the existing trail segments mapped in the CHMP and detailed in the associated database, and the Trail Plan and public access policies prepared for but not ultimately included in the Monterey County General Plan/LCP Big Sur Land Use Plan update.

The first Steering Committee meeting and public meeting will also help to define and refine trail corridors to be studied. Our goal is to take full advantage of the knowledge and opinions of the people who live and work in these areas before we spend any significant time analyzing routes. There will be a study session and/or potentially separate meetings and communications with public access land agency and organization staff to identify and discuss potential routes, critical connections and the nuances of difficult segments. We will seek the information and decisions needed to define and evaluate prospective trail routes, and to verify or refine the design criteria for trails in various settings. After sketching out prospective interim and long-term trail routes based on this input, we will initiate more detailed GIS mapping and analysis to classify the trails and routes.

The GIS opportunities and constraints analysis will then evaluate previously identified alignments, and potential new alternatives, and generally classify them as to policy and planning feasibility, construction feasibility and requirements for improvement and on-going maintenance. Trail alignments will be defined in a detailed GIS "model" of the proposed trail system than reflects real world, long-term requirements, organized into segments and phases that are suited to the terrain, the natural resources, the community setting and interests, the appropriate agency policies and standards, and funding and other implementation opportunities. The study will identify local discrete trail segments including connecting routes or spurs to important destinations, interim through-trail segments, long-term through trail segments, and segments where the interim, and potentially the long-term, route will be in the highway right-of-way.

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Steering Committee Meeting. The opportunities and constraints maps and report and the preliminary trail alternatives maps, tables and report will be finalized and reproduced and posted for review. We will present the preliminary alternative trail alignments in published and posted overview maps, and provide another “real time” GIS presentation/study session to allow us to show different plan views, types, and scales, and relate the plan to design standards and details.

Public Meeting. This meeting will be held in the evening of the same day as the Steering Committee meeting. The public meeting will also include a “real time” review of the project through the GIS. Randy Anderson and Sarah Hardgrave will facilitate, record comments and prepare a meeting record.

Input from the Steering Committee and public will guide the preparation of the Preliminary Plan and Action Plan.

5. Prepare preliminary BSCT Master Plan (or Feasibility Study)

The map, table and report product format will be defined early in the process, including identification of logical trail segments; map scale, coverage and content. The GIS trail system model will include detailed features, similar to our Santa Rosa Citywide Creek Master Plan products (see Figure 2), which will be presented to the Steering Committee and the public in PowerPoint or “real-time” GIS presentations for information and decision-making.

Documentation/deliverables. Maps for publication in the Master Plan report and for web posting will be at a sub-regional scale, such as the 1” = 2000’ map example shown in Figure 1. Up to three focused study area maps will be prepared with 1” = 500’ scale detail as shown in Figure 3. 20 report/map sets are budgeted for the Steering Committee, and 50 for the public. Trail segments will be depicted in a format similar to our Bodega Bay Bicycle and Trail Route Study – see Figure 4.

Tables will quantify and describe pertinent features shown on the trail maps. The quantity tables will be linked to construction cost estimates, and operation and maintenance requirement tables, as noted under Action Plan. A Master Legend will be prepared, similar to the legend for the Santa Rosa Citywide Creek Master Plan (see Figure 5). The legend and descriptions will catalog the map and table features, GIS metadata, and the inherent criteria and assumptions. The GIS model will quantify the trail system features and link to cost estimate spreadsheets. Summaries of trail system features, construction costs, and operation and maintenance requirements will be provided for each trail segment, for sub-regions, and for the overall project. Standard design criteria and details will be included for each major type of trail and trail or support facility component.

6. Prepare Action Plan

The Plan’s organization into logical segments will enable the identification of trail priorities and phases, and corresponding costs. The Trail Plan will provide a “tool kit” of background information, maps and plans, descriptions, quantity tables, design standard details and cost estimates to use to carry project on to implementation.

One of the public concerns about the BSCT project, (and virtually any other public facility) is where the money will come from to operate and maintain. We will create tables indicating the responsible party (if determined), the quantities and types of facilities involved, and the associated basic operation and maintenance tasks for each segment of the trail. This will require input from the land management agencies, and potentially some generalizations and assumptions, which will be informed by LandPeople’s prior experience managing trails. At least “placeholder” costs will be applied to these O & M tasks. subsequent plans that funding for these operations and maintenance requirements and costs is addressed in future implementation plans and approvals.

Documentation/deliverables. The Action Plan will include overall maps and tables showing the high priority trail segments that could be implemented within near-term (e.g. 2 – 5 years) medium-term (e.g. 5 – 10 years) and long-term (e.g. more than 10 years). Each high priority project segment will include a map and summary of the ownership, land use, and environmental setting; existing and proposed trail type and features, destinations and support facilities. The implementation steps will be summarized, including potential legislative actions, and

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responsible and supporting parties. For each high priority trail segment a summary will be included of the construction cost, the operation and management requirements and costs and capacity of the management agency, as well as potential grants and other funding sources.

Steering Committee Meeting. This meeting will review the draft Action Plan and the final draft trail alignments, and provide guidance for finalizing the products for formal public presentation.

Public Meeting. The Draft Master Plan/Feasibility Study and Action Plan will be refined for public circulation and posting, and will be presented at a public meeting, including a “real time” review of the project through the GIS. Randy Anderson and Sarah Hardgrave will facilitate, record comments and prepare a meeting record.

7. Prepare Final BSCT Master Plan (Feasibility Study)

The preliminary Master Plan/Feasibility Study will be finalized based on comments from the Steering Committee, the public, and direction from the Coastal Conservancy.

Documentation/deliverables:

A Master Plan Report containing:

- ☐ Project background and setting
- ☐ Goals, policies and objectives
- ☐ Project methodology and planning process
- ☐ Summary of existing conditions, opportunities and constraints
- ☐ Planning and design criteria, and standards overview
- ☐ Master map legend and data description
- ☐ Trail and bike route alignment overview maps, descriptions and characteristics tables with corresponding destinations and facilities information
- ☐ Segment-specific maps, tables and descriptions with corresponding destinations and facilities information, including construction and maintenance costs
- ☐ Action Plan, with priorities, phases, associated costs, implementation steps and responsibilities
- ☐ Appendices: Construction details and standards, technical studies and information, technical studies and information, GIS system description and metadata catalog.

A GIS model of the existing and proposed Coastal Trail system, including available relevant planning and environmental data, linked to tables characterizing and quantifying the components of the system, and cost estimates for construction and maintenance.

8. Facilitate Steering Committee and Public Involvement

Though listed near the end in the Scope of Work, public participation is first priority for the project. Addressing the concerns of local residents, property and business owners, and stakeholder agencies and organizations to achieve broad support for the trail will be a critical project objective. Meeting location is assumed to be in Big Sur. Trips for meetings will be combined whenever feasible with field reconnaissance, local coordination and data gathering. We will build on the work completed by the Big Sur Multi-Agency Advisory Committee and the Big Sur Land Use Advisory Committee, creating a “transparent” planning process that integrates public participation into each stage. LandPeople Principal Randy Anderson is a trained and highly experienced public participation facilitator. He has acted in this role on each LandPeople project. RBF Planner Sarah Hardgrave, was formerly employed by Monterey County preparing the Big Sur Land Use Plan update and knows the committees, the issues, the background information, the coastal areas, and the public views. We will help ensure that the BSCT Steering Committee is well-coordinated with, if not an extension of, the Big Sur Multi-Agency Advisory Committee, to maintain the continuity and capture the prior information, agreements, and concerns.

Services/deliverables:

- ☐ Maintenance of project contact list and email of notices to contacts
- ☐ Record of personal, email and phone communication
- ☐ Agendas and notices for each meeting

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- ☐ Draft press releases regarding the project
- ☐ Meeting facilitation, recording, and preparation of meeting summary
- ☐ Special community outreach and meetings in addition to formal project meetings
- ☐ Public presentation materials and draft documents in pdf format for web posting

9. Project Management

Clear, regular communication of needs, expectations and progress on all fronts is critical to the efficiency and success of the project. A carefully resolved Work Plan will be the foundation of project cost control. LandPeople Project Principal Randy Anderson maintain regular communication with Coastal Conservancy Project Manager Trish Chapman. Randy and Trish will act as clearinghouses for communication for their respective portions of the project team.

Documentation/deliverables. Randy Anderson will prepare formal monthly progress reports detailing recent activities and accomplishments, anticipated next steps, and budget status by task.

Project Staffing

The LandPeople Team is organized to include the most skilled and experienced consultants in each area of study needed to prepare a successful trail plan.

Randy Anderson, LandPeople Owner and Principal, will be project manager and directly responsible for each aspect of the work. A licensed Landscape Architect and AICP Planner with 20 years in private practice and 10 years in public practice in northern California, Randy has focused on parks, trails, and open space throughout his career. In addition to responsibility for planning, design, and implementation of trails and related low-intensity recreation facilities, Randy is a trained public participation facilitator and has extensive experience with use and management issues related to such facilities, and working with neighbors, users, and stakeholder agencies and organizations.

Randy has been responsible for managing multi-disciplined consultant teams on complex multi-agency projects over most of his career. Most LandPeople trail projects have involved partnerships between federal, state, regional and local agencies, and trail and open space organizations.

Randy will be supported in GIS development and analysis and map, table and report preparation by Associate Planner Ira Eisen, Assistant Planners John Seagrave and Amanda Bielskis, and by Planning Assistant Kara Lucca, who have provided these roles on numerous LandPeople projects.

Timothy C. Best, Certified Engineering Geologist, will analyze Coastal Trail physical feasibility and help define suitable routes, improvement standards and assumptions. Tim is a specialist in roads and trails in rugged forest settings and coastal bluff retreat, and has provided these services on numerous LandPeople projects including the San Lorenzo Valley Trail Feasibility Study, the Pigeon Point Coastal Access Plan, Cowell-Purisima Coastal Trail, and Pillar Point Trail Plan. Tim and Randy also collaborated on trail planning and restoration projects extensively at the Midpeninsula Regional Open Space District.

Frederik Venter, Professional Engineer for RBF Consulting, will provide traffic engineering and analysis of shoulder widening improvement requirements and feasibility along Highway 1 and parallel roads, and analysis and typical design of trail crossings of Highway 1 and local roads. Frederik performed these services for LandPeople's San Lorenzo Valley Trail Study and numerous other bike and pedestrian projects while employed by Higgins Associates. His recent move to RBF affords closer access to the project site and the opportunity to bring the firm's extensive resources to bear on the project. He has conducted several traffic engineering studies in collaboration with Caltrans District 5 and is familiar with their staff and requirements.

Sarah Hardgrave, Project Planner for RBF Consulting, will help address local concerns, provide historical background, and, collaborating with Project Principal Randy Anderson, will help to facilitate all meetings. Sarah previously worked for Monterey County, where she was responsible for helping to prepare the Bur Sur Land Use

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Plan component of the County General Plan Update and LCP Periodic Review. She attended over 30 meetings with the Big Sur community over a 3 year period, and is intimately familiar with the local committees, policies, issues and landscape. Her background also makes her an ideal contact person for detail and one-on-one questions. Extensive work has been done as part of previous trail and land use planning and Sarah has comprehensive knowledge of the detail and nuances.

Aaron Ackerman, Environmental Planner for RBF Consulting, will support Frederik Venter on highway and road research and reconnaissance and will prepare graphic details of typical highway, road and bridge improvements and crossings.

Kathleen Lyons of Biotic Resources Group and Dana Bland of Dana Bland & Associates, Wildlife Biologists, will review exiting biological map and file data and proposed trail alignments and design criteria to help ensure that the project avoids or is prepared to mitigate any significant impact on sensitive habitats or special status species. Kathy and Dana have provided these services, and often environmental documents and permit processing, for most LandPeople projects, including the San Lorenzo Valley Trail Study, Pigeon Point Public Access Plan, Cowell-Purisima Coastal Trail and Pillar Point Trail Plan.

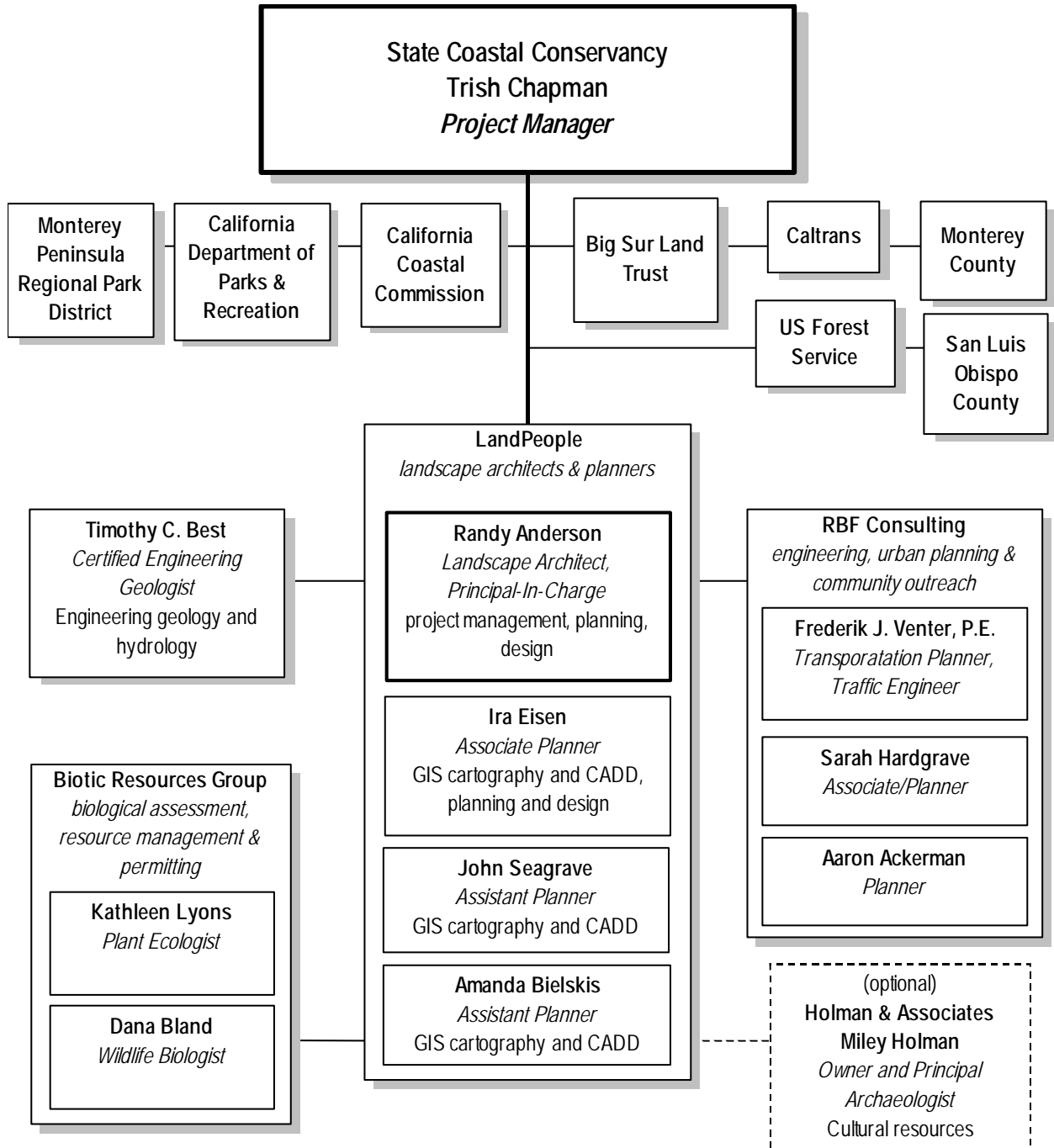
Holman & Associates, Consulting Archaeologists, as an optional service, will review cultural resource information for the Master Plan project. Miley Holman has over 27 years experience in the preparation of archaeological studies in the Bay Area. Holman Associates has provided such services on nearly all LandPeople projects, including the Cowell-Purisima Coastal Trail, the San Lorenzo Valley Trail Study, Glen Cove Waterfront Park Master Plan, the Sky Valley-Cordelia Hills Open Space Public Access Plan, the North Slope Sonoma Mountain Ridge Trail, and the Vallejo Bay/Ridge Trail Connector Project.

DBE reproduction contract. To help address DBE requirements, LandPeople will contract with a certified DBE reproduction firm such as Midnight Run, Inc., or Oliv & Associates, both of San Francisco.



**Proposal of Services
Big Sur Coastal Trail Master Plan
California Coastal Conservancy**

Team Organization



Proposal of Services

Big Sur Coastal Trail Master Plan

California Coastal Conservancy

Relevant Experience

LandPeople trail projects have ranged from regional master plans to site-specific trail and support facilities design, environmental documents, permitting and construction services. We have completed or are currently in progress on seven Coastal Trail projects (consisting entirely or in part of a Coastal Trail segment), five San Francisco Bay Trail projects, seven Bay Area Ridge Trail projects, and numerous other regional scale projects. While each of our trail projects has provided relevant experience, the following LandPeople projects highlight particularly relevant experience for the Big Sur Coastal Trail Master Plan. *Additional detail on these projects, including client references, is provided in the **Qualifications** section of the proposal.*

The San Lorenzo Valley Trail Feasibility Study, completed in 2006 for Santa Cruz County Public Works Department had many similarities to the Big Sur Coastal Trail Master Plan, including rugged, environmentally sensitive setting, a close relationship to a state highway; working with Caltrans District 5, State Parks, and county agencies; local controversy and extensive community outreach and participation. We analyzed over 30 miles of alternative routes along the Route 9, local roads, and through State Parks and other public and private lands. We prepared a similar GIS-based evaluation, alternative and preferred plan series, with corresponding cost estimates.

The Bodega Bay Bicycle and Pedestrian Trail Plan, completed in 2006 for Sonoma County, involved a similarly scenic and constrained portion of Highway 1, and similar local concerns. The Steering Committee included the Coastal Conservancy, Caltrans, State Parks Sonoma County Regional Parks, the Sonoma County Transportation Agency, a County Supervisor/Coastal Commission Board Member, and local citizens on the Steering Committee. We used GIS to evaluate conditions, identify opportunities and constraints, alternatives and preferred alternatives.

The Santa Rosa Citywide Creek Master Plan Transportation, Recreation and Access Element, completed in 2007, had similarities to the BSCT Project in its extent (90 miles of creeks and parallel trail routes), the GIS tools and methodology used for analyzing classifying, mapping, quantifying and estimating the cost of trails and related improvements; working with a multi-agency steering committee; and broad public participation and ultimately, achieving support for the plan.



Proposal of Services Big Sur Coastal Trail Master Plan California Coastal Conservancy

Project Budget

The following spreadsheets provide a summary and detailed budget for the project, conforming to the budget established in the Request for Services. Our methodology, tasks and budget have been carefully resolved to cover all anticipated services and products. Note that LandPeople hourly rates are very low relative to comparably qualified consultant staff due to our small, efficient size and our low-overhead Benicia location.

Budget for scope changes and unanticipated factors. \$175,000 is a very tight budget for this extent of study area, with two parallel trail objectives, plus connecting and interim trails and support facilities, and including a thorough steering committee and public process. The primary opportunity to control costs is in iterations and detail of maps and plans, and the corresponding level of analysis and resolution of trail plans and designs. This is the area that we would address if other requirements, such as the level of public participation and/or interagency coordination, were consuming more of the budget than anticipated.

Our basic methodology and budget anticipated lessening the level of detail for lower-priority and more straightforward trail segments, and increasing it for high-priority and complex trail segments, and this could be carried further to save project budget for other tasks. However, generally reducing the detail of the analysis and planning could increase the risk that trail segments could need significant re-design during subsequent planning and implementation stages, or even prove to be infeasible. We recommend that additional budget should be secured for the project to address unanticipated factors and desirable additional tasks, such as those described under **Optional Services** following the budget spreadsheets.

In any case, we are happy to tailor the work effort and products to meet the needs of the Coastal Conservancy and its partners, and would expect to carefully examine and refine them during contract negotiation and project initiation stages.

Mapping and reproduction costs. The project budget covers three map series: 1) opportunities and constraints; 2) trail alternatives; and 3) referred routes/Master Plan. To cover the project area the map series would entail approximately twelve 11" x 17" color maps at 1" = 2000' scale in a layout similar to Figure 1, along with study area overview maps. Up to three focused study area maps will be prepared with 1" = 500' scale detail as shown in Figure 3. Each report/map/plan series would cost approximately \$20 to reproduce. There are 3 - 4 Steering Committee map/plan review stages, and 2 - 3 public review map/plan stages. The budget anticipates production of 20 report/map/plan sets for each Steering Committee meeting, (80 total), and 50 report/map/plan sets for each public meeting, including final publication (150 total). At an assumed \$20 each, reproduction of the 230 report/map/plan sets is budgeted at \$4,600 total.

Options for more detailed maps or alternatively making the GIS publicly available on the web are presented in the Optional Services section.



Big Sur Coastal Trail Master Plan
Budget Estimate Summary
LandPeople team

Key: SC = Steering Committee SCC = State Coastal Conservancy

	LandPeople total	RBF total	T. Best total	BRG total	TOTAL
1 Establish Project Goals & Objectives					
1.1 Project initiation - review background data, design participation process	\$2,285	\$1,836	\$400	\$0	\$4,521
1.2 Design, initiate public participation process	\$1,580	\$1,744	\$0	\$0	\$3,324
1.3 Review, refine goals, policies and objectives	\$610	\$516	\$0	\$0	\$1,126
Subtotal Task 1	\$4,475	\$4,096	\$400	\$0	\$8,971
2 Develop Planning & Design Criteria					
2.1 Review agencies' design standards	\$790	\$886	\$400	\$0	\$2,076
2.2 Review & respond to community concerns	\$930	\$3,032	\$0	\$0	\$3,962
2.3 Select or adapt project-specific standards	\$1,440	\$1,238	\$0	\$0	\$2,678
2.4 Review operation & maintenance requirements	\$880	\$704	\$0	\$0	\$1,584
Subtotal Task 2	\$4,040	\$5,860	\$400	\$0	\$10,300
3 Prepare Existing Conditions, Opportunities & Constraints Analysis					
3.1 Property ownership & access	\$2,590	\$0	\$0	\$0	\$2,590
3.2 Land use & policy compatibility	\$1,600	\$1,032	\$0	\$0	\$2,632
3.3 Existing & planned trails, facilities & destinations	\$3,940	\$1,032	\$0	\$0	\$4,972
3.4 Geology, slope stability, & hydrology	\$1,210	\$0	\$15,400	\$0	\$16,610
3.5 Highway and roadways, bridges & crossings	\$4,180	\$6,204	\$0	\$0	\$10,384
3.6 Sensitive habitats, natural & cultural resources	\$3,430	\$0	\$0	\$4,560	\$7,990
3.7 Prepare report & format maps, publish and post	\$4,340	\$2,120	\$2,000	\$1,620	\$10,080
Subtotal Task 3	\$21,290	\$10,388	\$17,400	\$6,180	\$55,258
4 Define Potential Trail Alignment(s)					
4.1 Continuous ped alignment (interim & long-term)	\$5,700	\$0	\$800	\$0	\$6,500
4.2 Discontinuous segments to or along coast	\$2,800	\$0	\$800	\$0	\$3,600
4.3 Continuous bicyclist alignment	\$2,800	\$4,788	\$0	\$0	\$7,588
4.4 Analysis, delineation of support facilities	\$3,240	\$0	\$0	\$0	\$3,240
4.5 Trail characteristic and quantity tables	\$4,620	\$704	\$0	\$0	\$5,324
4.6 Written descriptions/report	\$2,390	\$1,408	\$0	\$0	\$3,798
4.7 SCC review & revisions, publish and post	\$2,100	\$1,060	\$0	\$0	\$3,160
Subtotal Task 4	\$23,650	\$7,960	\$1,600	\$0	\$33,210
5 Prepare Prelim. BSCT Master Plan (or Feasibility Study)					
5.1 Prepare consolidated report & maps	\$3,890	\$1,060	\$0	\$0	\$4,950
5.2 SCC review & revisions	\$2,470	\$530	\$0	\$380	\$3,380
5.3 Revisions based on SC input, publish and post	\$2,920	\$530	\$0	\$0	\$3,450
Subtotal Task 5	\$9,280	\$2,120	\$0	\$380	\$11,780
6 Prepare Action Plan					
6.1 Prepare cost estimate tables	\$3,200	\$1,060	\$800	\$0	\$5,060
6.2 Summarize operation & management requirements	\$1,540	\$352	\$0	\$0	\$1,892
6.3 Identify priority projects	\$1,490	\$610	\$0	\$0	\$2,100
6.4 Evaluate level of use	\$1,540	\$516	\$0	\$0	\$2,056
6.5 Prepare draft Action Plan; next steps and funding opportunities	\$1,540	\$610	\$0	\$0	\$2,150
6.6 Review draft Action Plan w/SCC, SC, revise, publish and post	\$1,520	\$788	\$0	\$0	\$2,308
Subtotal Task 6	\$10,830	\$3,936	\$800	\$0	\$15,566
7 Prepare Final BSCT Master Plan (Feasibility Study)					
Revise based on Steering Committee and public comment, post and publish	\$3,420	\$1,576	\$800	\$0	\$5,796
8 Facilitate Steering Committee & Public Involvement					
8.1 Project initiation meeting (SC)	\$1,185	\$1,270	\$0	\$0	\$2,455
8.2 Project initiation meeting (public)	\$1,185	\$824	\$0	\$0	\$2,009
8.3 Design criteria meeting (SC)	\$1,185	\$754	\$0	\$0	\$1,939
8.4 Opportunities & constraints analysis (SC)	\$1,825	\$1,270	\$0	\$1,620	\$4,715
8.5 Draft alignments (SC & public)	\$2,645	\$2,044	\$0	\$0	\$4,689
8.6 Final alignments & draft Action plan (SC)	\$1,825	\$824	\$0	\$0	\$2,649
8.7 Draft Master Plan (public)	\$1,825	\$1,528	\$0	\$0	\$3,353
8.8 2 additional meetings as necessary (Big Sur) (includes meeting prep and follow-up)	\$3,009	\$1,836	\$0	\$0	\$4,845
Subtotal Task 8	\$14,684	\$10,350	\$0	\$1,620	\$26,654
9 Project Management					
9.1 Ongoing communication & coordination (15 mos.)	\$4,520	\$0	\$0	\$810	\$5,330
9.2 Monthly progress reports (14)	\$2,135	\$0	\$0	\$0	\$2,135
Subtotal Task 9	\$6,655	\$0	\$0	\$810	\$7,465
Total Hours					
Total Dollars	\$98,324	\$46,286	\$21,400	\$8,990	\$175,000

Notes:

- 1) All meetings are budgeted under Task 8.
- 2) Reproduction budget = \$4,600.
- 3) LandPeople reserves the right to make adjustments to staff allocations as necessary within the overall budget.

Big Sur Coastal Trail Master Plan
Budget Estimate Detail
LandPeople team

Budget Estimate Detail LandPeople team		LandPeople					RBF Consulting					Timothy C. Best			Biotic Resources Group				TOTAL	
		R. Anderson	I. Eisen	J. Seagrave	K. Lucca			F. Venter	S. Hardgrave	A. Ackerman			Timothy C. Best		K. Lyons	D. Bland				
		Principal \$125	Assoc. Planner \$80	Asst. Planner \$70	Admin. \$55	Expenses	LandPeople total	Project Manager \$176	Project Planner \$129	Env. Planner/CAD \$89	Expenses	RBF total	Geologist \$100	Expenses	T. Best total	Ecologist \$95	Biologist \$95	Expenses		BRG total
Key: SC = Steering Committee SCC = State Coastal Conservancy																				
1 Establish Project Goals & Objectives																				
1.1 Project initiation - review background data, design participation process		8	8	4	3	\$200	\$2,285	4	8		\$100	\$1,836	4		\$400				\$0	\$4,521
1.2 Design, initiate public participation process		4	8		8		\$1,580		8	8		\$1,744			\$0				\$0	\$3,324
1.3 Review, refine goals, policies and objectives		4			2		\$610		4			\$516			\$0				\$0	\$1,126
Subtotal Task 1		16	16	4	13	\$200	\$4,475	4	20	8	\$100	\$4,096	4	\$0	\$400	0	0	\$0	\$0	\$8,971
2 Develop Planning & Design Criteria																				
2.1 Review agencies' design standards		2	4		4		\$790	2		6		\$886	4		\$400				\$0	\$2,076
2.2 Review & respond to community concerns		4	4		2		\$930	2	20		\$100	\$3,032			\$0				\$0	\$3,962
2.3 Select or adapt project-specific standards		4	2	8	4		\$1,440	4		6		\$1,238			\$0				\$0	\$2,678
2.4 Review operation & maintenance requirements		4	2		4		\$880	4				\$704			\$0				\$0	\$1,584
Subtotal Task 2		14	12	8	14	\$0	\$4,040	12	20	12	\$100	\$5,860	4	\$0	\$400	0	0	\$0	\$0	\$10,300
3 Prepare Existing Conditions, Opportunities & Constraints Analysis																				
3.1 Property ownership & access		8	8	12	2		\$2,590					\$0			\$0				\$0	\$2,590
3.2 Land use & policy compatibility		4	4	8	4		\$1,600		8			\$1,032			\$0				\$0	\$2,632
3.3 Existing & planned trails, facilities & destinations		8	16	16	8	\$100	\$3,940		8			\$1,032			\$0				\$0	\$4,972
3.4 Geology, slope stability, & hydrology		4	4	4	2		\$1,210					\$0	130	\$400	\$13,400				\$0	\$14,610
3.5 Highway and roadways, bridges & crossings		8	16	24	4		\$4,180	24		20	\$200	\$6,204			\$0				\$0	\$10,384
3.6 Sensitive habitats, natural & cultural resources		8	8	24	2		\$3,430					\$0			\$0	24	24		\$4,560	\$7,990
3.7 Prepare report & format maps, publish and post		8	16	16	8	\$1,000	\$4,840	8		8		\$2,120	18		\$1,800	8	8	\$100	\$1,620	\$10,380
Subtotal Task 3		48	72	104	30	\$1,100	\$21,790	32	16	28	\$200	\$10,388	148	\$400	\$15,200	32	32	\$100	\$6,180	\$53,558
4 Define Potential Trail Alignment(s)																				
4.1 Continuous ped alignment (interim & long-term)		16	24	24		\$100	\$5,700					\$0	8		\$800				\$0	\$6,500
4.2 Discontinuous segments to or along coast		8	12	12			\$2,800					\$0	8		\$800				\$0	\$3,600
4.3 Continuous bicyclist alignment		8	12	12			\$2,800	20		12	\$200	\$4,788			\$0				\$0	\$7,588
4.4 Analysis, delineation of support facilities		8	12	12	8		\$3,240					\$0			\$0				\$0	\$3,240
4.5 Trail characteristic and quantity tables		8	16	24	12		\$4,620	4				\$704			\$0				\$0	\$5,324
4.6 Written descriptions/report		6	8	8	8		\$2,390	8				\$1,408			\$0				\$0	\$3,798
4.7 SCC review & revisions, publish and post		4	4	8	4	\$1,000	\$2,600	4		4		\$1,060			\$0				\$0	\$3,660
Subtotal Task 4		58	88	100	32	\$1,100	\$24,150	36	0	16	\$200	\$7,960	16	\$0	\$1,600	0	0	\$0	\$0	\$33,710
5 Prepare Prelim. BSCT Master Plan (or Feasibility Study)																				
5.1 Prepare consolidated report & maps		8	16	16	8	\$50	\$3,890	4		4		\$1,060			\$0				\$0	\$4,950
5.2 SCC review & revisions		8	8	8	4	\$50	\$2,470	2		2		\$530			\$0	2	2		\$380	\$3,380
5.3 Revisions based on SC input, publish and post		8	8	8	4	\$1,000	\$3,420	2		2		\$530			\$0				\$0	\$3,950
Subtotal Task 5		24	32	32	16	\$1,100	\$9,780	8	0	8	\$0	\$2,120	0	\$0	\$0	2	2	\$0	\$380	\$12,280
6 Prepare Action Plan																				
6.1 Prepare cost estimate tables		8	8	16	8		\$3,200	4		4		\$1,060	8		\$800				\$0	\$5,060
6.2 Summarize operation & management requirements		8	4		4		\$1,540	2				\$352			\$0				\$0	\$1,892
6.3 Identify priority projects		4	4	8	2		\$1,490	2	2			\$610			\$0				\$0	\$2,100
6.4 Evaluate level of use		4	4	4	8		\$1,540		4			\$516			\$0				\$0	\$2,056
6.5 Prepare draft Action Plan; next steps and funding opportunities		8	4		4		\$1,540	2	2			\$610			\$0				\$0	\$2,150
6.6 Review draft Action Plan w/SCC, SC, revise, publish and post		4	4	4	4	\$400	\$1,720	2	2	2		\$788			\$0				\$0	\$2,508
Subtotal Task 6		36	28	32	30	\$400	\$11,030	12	10	6	\$0	\$3,936	8	\$0	\$800	0	0	\$0	\$0	\$15,766
7 Prepare Final BSCT Master Plan (Feasibility Study)																				
Revise based on Steering Committee and public comment, post and publish		8	8	12	8	\$1,000	\$3,920	4	4	4		\$1,576	8		\$800				\$0	\$6,296
8 Facilitate Steering Committee & Public Involvement																				
8.1 Project initiation meeting (SC)		8			2	\$75	\$1,185	4	4		\$50	\$1,270			\$0				\$0	\$2,455
8.2 Project initiation meeting (public)		8			2	\$75	\$1,185		6		\$50	\$824			\$0				\$0	\$2,009
8.3 Design criteria meeting (SC)		8			2	\$75	\$1,185	4			\$50	\$754			\$0				\$0	\$1,939
8.4 Opportunities & constraints analysis (SC)		8	8		2	\$75	\$1,825	4	4		\$50	\$1,270			\$0	8	8	\$100	\$1,620	\$4,715
8.5 Draft alignments (SC & public)		12	12		2	\$75	\$2,645	4	10		\$50	\$2,044			\$0				\$0	\$4,689
8.6 Final alignments & draft Action plan (SC)		8	8		2	\$75	\$1,825		6		\$50	\$824			\$0				\$0	\$2,649
8.7 Draft Master Plan (public)		8	8		2	\$75	\$1,825	4	6		\$50	\$1,528			\$0				\$0	\$3,353
8.8 2 additional meetings as necessary (Big Sur)		16	8		4	\$149	\$3,009	4	8		\$100	\$1,836			\$0				\$0	\$4,845
(includes meeting prep and follow-up) Subtotal Task 8		76	44	0	18	\$674	\$14,684	24	44	0	\$450	\$10,350	0	\$0	\$0	8	8	\$100	\$1,620	\$26,654
9 Project Management																				
9.1 Ongoing communication & coordination (15 mos.)		30			14		\$4,520					\$0			\$0	4	4	\$50	\$810	\$5,330
9.2 Monthly progress reports (14)		14			7		\$2,135					\$0			\$0				\$0	\$2,135
Subtotal Task 9		44	0	0	21	\$0	\$6,655	0	0	0	\$0	\$0	0	\$0	\$0	4	4	\$50	\$810	\$7,465
Total Hours		324	300	292	182			132	114	82			188			46	46			
Total Dollars		\$40,500	\$24,000	\$20,440	\$10,010	\$5,574	\$100,524	\$23,232	\$14,706	\$7,298	\$1,050	\$46,286	\$18,800	\$400	\$19,200	\$4,370	\$4,370	\$250	\$8,990	\$175,000

Notes:

- 1) All meetings are budgeted under Task 8.
2) Reproduction budget = \$4,600.
3) LandPeople reserves the right to make adjustments to staff allocations as necessary within the overall budget.

Proposal of Services

Big Sur Coastal Trail Master Plan

California Coastal Conservancy

Optional Services

Preparation of CEQA and NEPA environmental document. As discussed under *Methodology*, to be adopted as a Master Plan, the project must be evaluated in an environmental document. This would be a substantial additional cost, but would be more cost-effective to prepare in parallel with the trail planning process, and would also improve the quality and feasibility of the trail plan.

Estimated budget: \$100,000 - \$200,000

Establish and maintain project web site. The project is of great interest to the Big Sur Community and a broad cross-section of public in Monterey and San Luis Obispo Counties, and across the state, nation, and even internationally. A project web site will allow anyone with internet access to learn about and provide input on the project, and be notified of meetings and review products. The project information can be posted on the Coastal Conservancy or other project partner web site, but a more actively updated and interactive web site could be created and maintained by the consultants.

Estimated budget: \$5,000 - \$7,000

Additional Public Outreach and Participation. The proposal includes an extensive public outreach and participation process, but the level of interest and controversy regarding the project, and the need or opportunity to coordinate with any of the agency or organization partners on the project may justify additional consultant effort.

Estimated budget: \$5,000 - \$10,000

Additional geotechnical research and recommendations. The project budget allows for a general review and analysis of geologic data, limited analysis of stereo aerial photos, limited field reconnaissance of potential geologically problematic areas, and recommendations for trail routing and design. It would be highly desirable to provide a budget for more detailed analysis, follow-up field investigations, and preparation of recommendations for routing and design of trails in additional challenging situations, particularly to develop specific recommendations for major canyon and drainage crossings.

Estimated budget: \$18,000 - \$30,000

Focused planning and design studies. In addition to geological constraints, the trail plan could benefit from focused study and planning regarding environmental constraints, transportation or traffic issues or design challenges, or land use or access conditions. Additional budget for focused studies beyond the basic project scope would improve the quality of the trail plan, and the reliability of a smooth transition to more detailed design and implementation. There is no specific limit to the amount of additional time that could be devoted to planning and design, but this range would allow flexibility to respond to especially challenging areas or subjects.

Estimated budget: \$10,000 - \$20,000

Additional, more detailed mapping. The study area includes 75 miles of coastline and numerous alternative routes, including many local lateral and connecting trails. This geographic extent is perfect for GIS mapping, which can zoom in to show and analyze detail as fine as the base data allows, but it will be a very time-consuming task and significant expense to prepare maps that show the existing conditions/opportunities and constraints, alternative routes, and prioritized and phased trail segments in sufficient detail for those without GIS access to understand and comment on the study and plan.

One option to address this would be to provide budget for preparation and publication of additional detailed maps. 1" = 500' scale, for example.

Proposal of Services Big Sur Coastal Trail Master Plan California Coastal Conservancy

Estimated budget: \$10,000 - \$15,000

Trail Study/Master Plan GIS web publishing. One alternative to paper or pdf maps for sharing work in progress on a project as large as the Big Sur Coastal Trail is the conversion of ESRI (ArcGIS or ArcMap) based map formats to KMZ files that can be displayed using Google Maps, Google Earth or Virtual Earth. Google Maps is a free web browser-based map format with no license or installation needed. Its base layers are streets with name labels and points of interest, aerial photo or a hybrid of both. Google Earth and Virtual Earth have the additional option of 3-D viewing and enhanced aerial photography options, but both require installation and possible license fees for commercial or institutional use.

Using Arc2Earth, a new software extension to ESRI ArcMap, the consultants can convert the ArcMap based data; individual shapefiles, layers or entire maps complete with photo backgrounds to KMZ files that would be posted to the consultant or client's web server and enable anyone with internet access to view the data on top of Google's basemap. The user can pan, zoom, measure and mark up the plan details in progress. Making the GIS available in this way would require a partnership with an agency that has sufficient server capacity and maintenance capability, or a contract with a private company to provide and maintain the server, and permission for the agencies that supplied GIS data (e.g. Caltrans) to make the data publicly available.

Estimated budget: \$3,000 - \$5,000
(not including server and site maintenance)

Preliminary cultural resources assessment. Very general information on archaeological and historic resources is available in the CHMP and in the Monterey County General Plan. More thorough review of records of historical and archaeological sites would be needed to ensure that the planned trails will not impact them. This work would be part of the scope of an environmental document, but would be highly desirable to complete independently if an environmental document is not prepared in conjunction with the project. An archaeological records search would be undertaken by Holman Associates for a planning area to be designated by early trail planning. Most of the trail planning area is in Monterey County, covered by the Northwest Information Center, while the limited area in San Luis Obispo County is covered by the Central Coastal Information Center at UC Santa Barbara. A report would be prepared a general description of the Records Search results and archaeological constraints, but no mapping of specific areas that would need to be avoided, bibliographies and locations of mapped sites. Based on the Records Search an Action Plan would be prepared to guide the next steps needed for cultural resources identification and evaluation of potential impacts for proposed alignments.

This preliminary study will not fully address potential cultural resource constraints, but will identify the known constraints. The Highway 1 corridor and immediate coast *may* have been well covered by archaeological reconnaissance, but there may be areas proposed for alignments that have never been surveyed. Forest Service and State Park lands may not have been surveyed; the records of those surveys and any sites recorded may or may not be found at the Info Centers, since both agencies maintain their own cultural resources data bases which don't necessarily get transmitted to the CHRIS. Finally, the local Native American groups will have extensive knowledge of both archaeological resources and traditional cultural properties, some still in regular use, that will not have been shared with any state or federal agency; identification of such sensitive areas for planning purposes will be a delicate and potentially lengthy process.

Estimated budget: \$5500 to \$8500.

**Proposal of Services
Big Sur Coastal Trail Master Plan
California Coastal Conservancy**

Project Schedule

The following project schedule illustrates the sequence of tasks and meetings over the anticipated 15 month timeframe. This schedule would be subject to review and refinement at the contract negotiation and project initiation stage to ensure that it meshes with Coastal Conservancy and partner agency requirements. The LandPeople Team is well prepared to complete the project according to the schedule and to meet all milestone requirements. This project would be our number one priority.



LandPeople Team

Key: SC = Steering Committee SCC = State Coastal Conservancy

ndPeople Team		2007						2008								
Key: SC = Steering Committee SCC = State Coastal Conservancy		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1	Establish Project Goals & Objectives															
	1.1 Project initiation - review background data, design participation	■	■													
	1.2 Design, initiate public participation process	■	■													
	1.3 Review, refine goals, policies and objectives		■	■												
2	Develop Planning & Design Criteria															
	2.1 Review agencies' design standards			■	■	■	■									
	2.2 Review & respond to community concerns			■	■	■	■									
	2.3 Select or adapt project-specific standards				■	■										
	2.4 Review operation & maintenance requirements				■	■										
3	Prepare Existing Conditions, Opportunities & Constraints Analysis															
	3.1 Property ownership & access					■	■	■	■							
	3.2 Land use & policy compatibility					■	■	■	■							
	3.3 Existing & planned trails, facilities & destinations					■	■	■	■	■						
	3.4 Geology, slope stability, & hydrology					■	■	■	■							
	3.5 Highway and roadways, bridges & crossings					■	■	■	■							
	3.6 Sensitive habitats, natural & cultural resources					■	■	■	■							
	3.7 Prepare report & format maps, publish and post							■	■							
4	Define Potential Trail Alignment(s)															
	4.1 Continuous ped alignment (interim & long-term)							■	■	■	■	■				
	4.2 Discontinuous segments to or along coast							■	■	■	■	■				
	4.3 Continuous bicyclist alignment							■	■	■	■	■				
	4.4 Analysis, delineation of support facilities								■	■	■					
	4.5 Trail characteristic and quantity tables								■	■	■	■				
	4.6 Written descriptions/report									■	■					
	4.7 SCC review & revisions, publish and post								■	■						
5	Prepare Prelim. BSCT Master Plan (or Feasibility Study)															
	5.1 Prepare consolidated report & maps									■	■	■	■			
	5.2 SCC review & revisions										■	■				
	5.3 Revisions based on SC input, publish and post											■	■	■		
6	Prepare Action Plan															
	6.1 Prepare cost estimate tables											■	■	■	■	
	6.2 Summarize operation & management requirements												■	■		
	6.3 Identify priority projects													■	■	■
	6.4 Evaluate level of use											■	■			
	6.5 Prepare draft Action Plan; next steps and funding opportunities													■	■	■
	6.6 Review draft Action Plan w/SCC, SC, revise, publish and post														■	■
7	Prepare Final BSCT Master Plan (Feasibility Study)															
	Revise based on SC & public comment, post and publish															■
8	Facilitate Steering Committee & Public Involvement															
	8.1 Project initiation meeting (SC)		■													
	8.2 Project initiation meeting (public)			■												
	8.3 Design criteria meeting (SC)				■											
	8.4 Opportunities & constraints analysis (SC)					■										
	8.5 Draft alignments (SC & public)								■							
	8.6 Final alignments & draft Action plan (SC)													■		
	8.7 Draft Master Plan (public)														■	
	8.8 2 additional meetings as necessary (Big Sur)															
9	Project Management															
	9.1 Ongoing communication & coordination (15 mos.)	■			■			■			■			■		
	9.2 Monthly progress reports (14)	■			■			■			■			■		

**Proposal of Services
Big Sur Coastal Trail Master Plan
California Coastal Conservancy**

Qualifications





About LandPeople

*landscape architects
and planners*

LandPeople is a northern California-based landscape architecture and planning firm helping to create livable communities, facilitate alternative transportation modes such as walking, bicycling, and transit, preserve vital open space areas, and provide recreational access and facilities.

Led by Bruce Randolph (Randy) Anderson, Principal Landscape Architect and Planner, LandPeople is helping to plan and improve some of the most progressive communities and scenic and sensitive areas in northern California. We specialize in working with people to make positive changes and protect valued community resources.

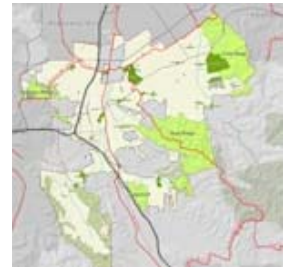
Trails and Pathways Specialists

LandPeople is northern California's foremost trail planning firm, with over 35 major projects completed or in progress in the past 7 years. This success is due to our "hands-on" experience building and managing parks and trails, our efficient planning and design team, our expertise in applying GIS, CAD, GPS, computer illustration and other technologies, and especially the personal attention we give to every project and client.

Our firm name underscores our attention to all the people involved in every project. As a trained and highly experienced public participation facilitator, Randy Anderson has the communication and coordination skills to resolve complicated projects in constrained and controversial settings.

Our design and planning staff and our regular subconsultant partners in environmental and technical specialties can address every issue and requirement on trail, bikeway, park, open space and land preservation projects from urban to remote settings:

- Study of routes and alternatives
- Public and stakeholder participation
- Designs and master plans
- Permit applications and documentation
- Environmental analysis and documents
- GIS, GPS, Adobe Illustrator and web-based mapping
- Grant applications
- Construction documents
- Construction observation and administration



Vision



We're committed to providing high-quality, efficient, and practical solutions for the protection, use, improvement and management of natural and urban land resources, by providing:



- An expert team with creative ideas;
- Efficient personal attention to each aspect of every project;
- Actively listening and responding to the public, stakeholders, decision-makers;
- Building a close working relationship with project managers, clients, and partners;
- Using the latest professional techniques, information, and computer technology for efficient production and useful products.

Recent/Current Trail Projects

Bodega Bay Bicycle and Pedestrian Trail Study and EIR

Sonoma County Regional Parks

San Lorenzo Valley Trail Feasibility Study

Santa Cruz County Public Works Department

Milliken Watershed Ridge Trail Feasibility Study

Napa County Conservation, Development & Planning Department

Airport Area Bicycle Route Study

Napa County Public Works

Public Access Technical Feasibility Study

Pt. Reyes National Seashore

Cowell Ranch/Purisima Farms Coastal Trail

California Coastal Conservancy

Shipyard No. 3 Bay Trail Access Plan and Construction Documents

City of Richmond

Wetlands Edge Bay Trail Concept Plan

City of American Canyon

Sky Valley-Cordelia Hills Open Space Access Plan

Solano Land Trust

Solano Countywide Pedestrian Plan (winner, 2006 APA Award)

Solano Transportation Authority

Solano County Bay Trail Element

Solano Transportation Authority

Pillar Point Bluff Public Access Plan

Peninsula Open Space Trust

Sonoma Mountain Ridge Trail Project

Sonoma Co. Agriculture Preservation & Open Space District

Santa Rosa Citywide Creek Master Plan (winner, 2007 AEP Award)

City of Santa Rosa

City of Pacifica Coastal Trail/Beach Access

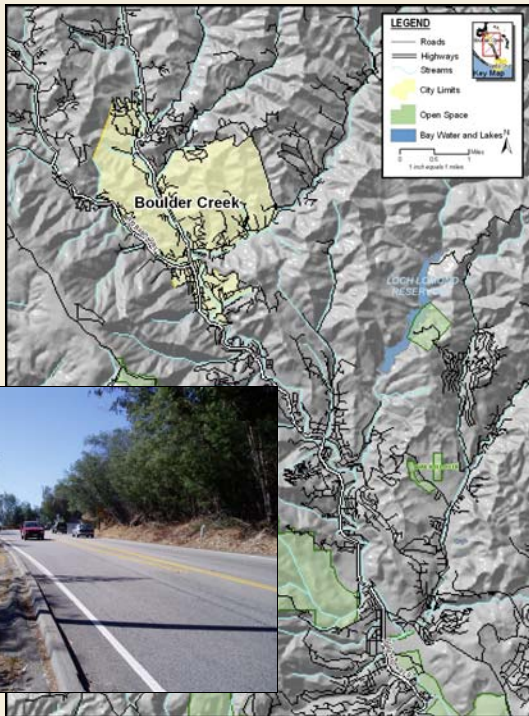
City of Pacifica Public Works Department



LandPeople, *landscape architects and planners*

SAN LORENZO VALLEY TRAIL FEASIBILITY STUDY

SANTA CRUZ COUNTY DEPARTMENT OF PUBLIC WORKS



LandPeople and a team of subconsultants were retained by Santa Cruz County to evaluate a 15 mile trail corridor from Boulder Creek to Santa Cruz, working with an advisory committee and the public to determine the most feasible and desirable alignments and configurations. The study included an evaluation of use of the Highway 9 right-of-way, the Santa Cruz/Big Trees Railroad right-of-way, and numerous local road route alternatives.

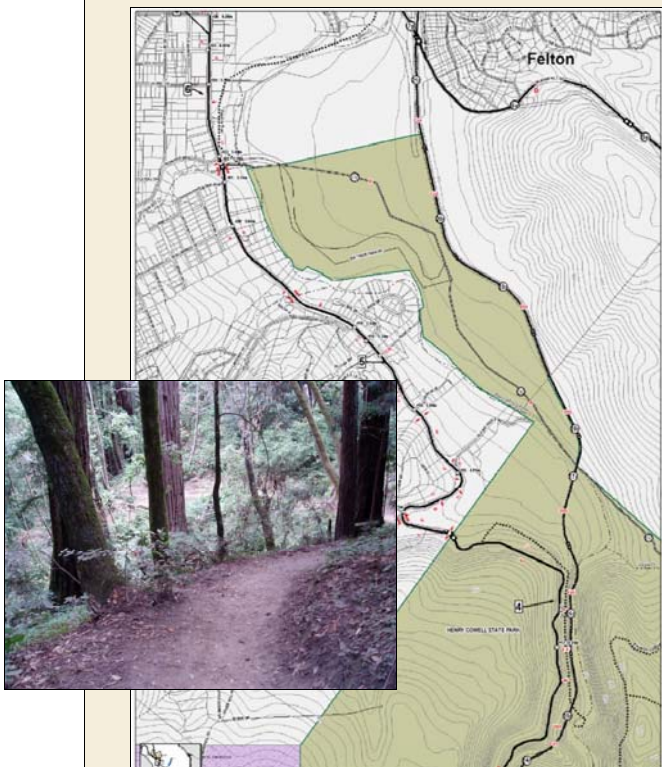
This trail would provide significant recreational opportunities for visitors to the San Lorenzo Valley, as well as a critically important transportation alternative for local bicyclists and pedestrians. The study addresses numerous constraints and concerns in order to demonstrate a feasible trail alternative.

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Santa Cruz, CA 95060

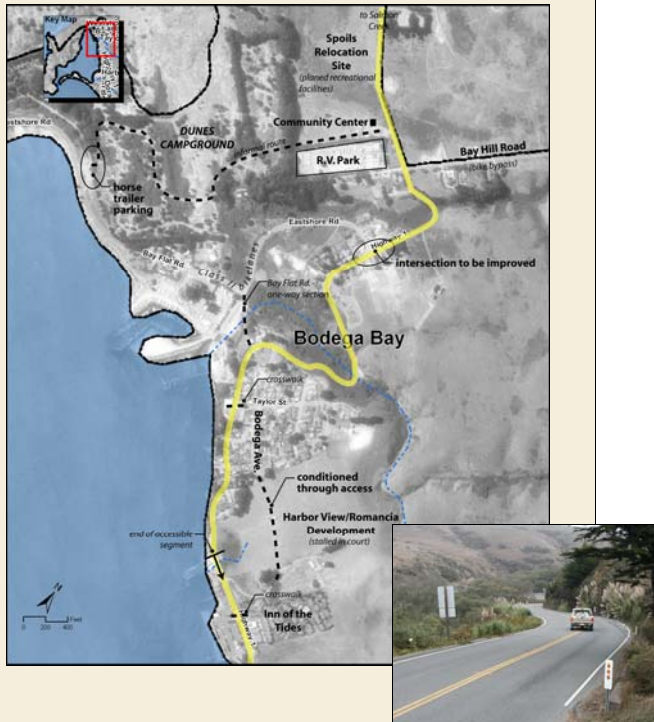
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BODEGA BAY BICYCLE AND PEDESTRIAN TRAILS PLAN

SONOMA COUNTY TRANSIT, SANTA ROSA, CALIFORNIA



LandPeople prepared the Bodega Bay Bicycle and Pedestrian Trails Plan for the Sonoma County Transit Agency. The overall goal of this effort is to create a system of safe bicycle and pedestrian routes through the Town of Bodega Bay on or paralleling Highway 1, and connecting to regional destinations and activity centers. A popular tourist destination, the Town of Bodega Bay and the immediately surrounding area present a challenging mix of serious topographic and land use/development constraints to pedestrian and bike connections. Working closely with an advisory committee, LandPeople provided a thorough analysis of the opportunities and constraints and developed a conceptual plan that clarifies the best alternatives and provides the information needed to move to the implementation stage.

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CITYWIDE CREEK MASTER PLAN - RECREATION, ACCESS AND TRAILS COMPONENT

CITY OF SANTA ROSA PUBLIC WORKS DEPARTMENT



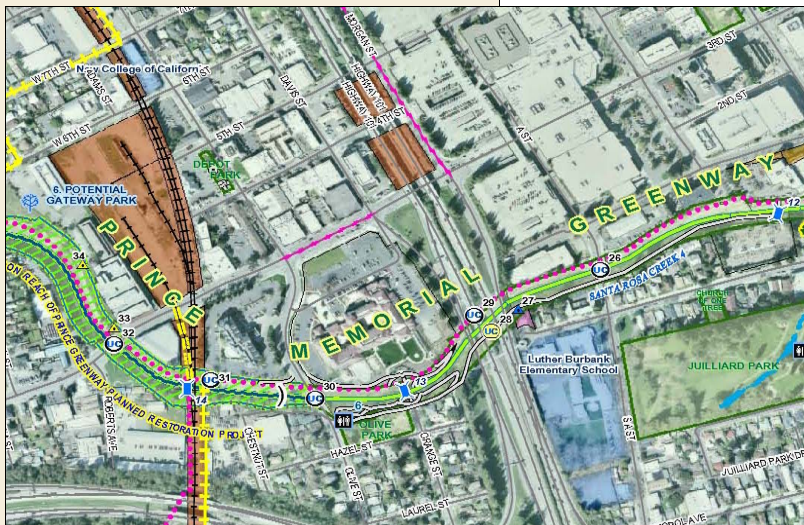
Project wins 2007 AEP Award!

The California Chapter of the Association of Environmental Professionals (AEP) has selected the *Santa Rosa Citywide Creek Master Plan* for the Outstanding Planning Document Award



LandPeople prepared the Recreation, Access and Trails Component of Santa Rosa's Citywide Creek Master Plan, collaborating with City staff on the overall document, and preparing all the GIS mapping for the 90 mile creek system. The project goal is to integrate healthy creeks and greenway trails and parks into the community's fabric, with specific near-term and long-term access, transportation, and recreation projects. This included defining projects that are most consistent with public interests, based on

synthesis of numerous public and agency comments and opportunities and constraints for construction and operation. LandPeople also assisted with categorization and quantification of the creeks and creek trail system, schematic design standards, maintenance requirements and standards, and cost estimates.



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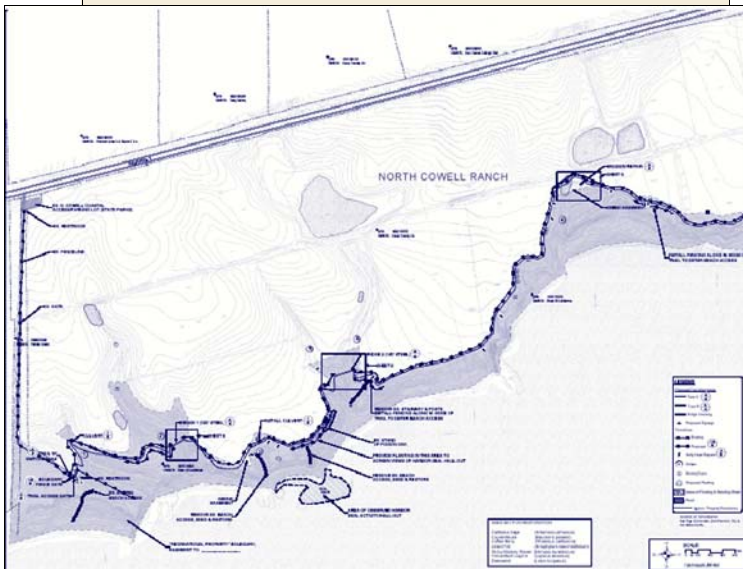
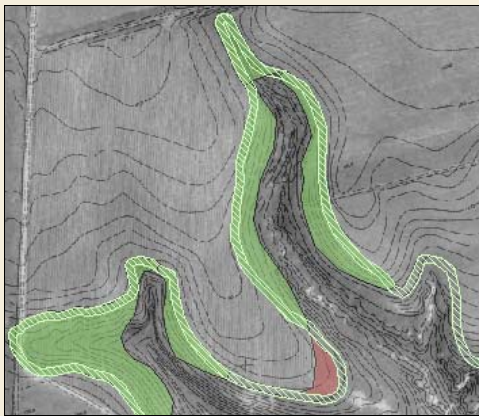
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COWELL RANCH/PURISIMA FARMS COASTAL TRAIL

CALIFORNIA STATE COASTAL CONSERVANCY • SAN MATEO COUNTY, CALIFORNIA



The California State Coastal Conservancy retained LandPeople to design a 3 mile segment of the California Coastal Trail on the historic 1270 acre North and South Cowell Ranches on the San Mateo County Coast, south of the City of Half Moon Bay, and on the intervening 535-acre Purisima Farms property. The Peninsula Open Space Trust (POST) owns conservation easements over the properties and the three areas are actively farmed.

LandPeople completed environmental and planning studies, design, and permit applications for a the coastal trail across these properties, including a seventeen car staging area and bridges over three large coastal ravines. Key issues addressed in the design of the trail route include wetland and riparian habitat, archaeology, geology, hydrology, and especially impact on agricultural operations.

Landpeople is currently assisting with the permit application process with San Mateo County, and will prepare construction documents for the Cowell-Purisima Coastal Trail.

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California State Coastal Conservancy
1330 Broadway, 11th Floor
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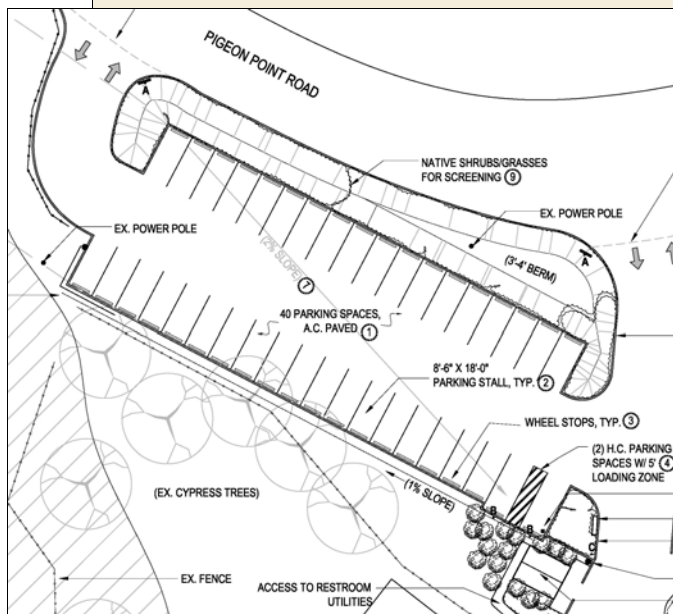
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PIGEON POINT PUBLIC ACCESS STAGING PLAN

CALIFORNIA COASTAL CONSERVANCY • SAN MATEO COUNTY, CALIFORNIA



LandPeople was retained by the California Coastal Conservancy to prepare a plan to resolve parking and trail access for adjacent coastal access sites owned by the Peninsula Open Space Trust, San Mateo County Parks, and California State Parks. All sites are to be transferred to State Parks in the short- or long-term. Pigeon Point, with its historic lighthouse and youth hostel is one on the most scenic sites on the California coast.

The studies included evaluations of visual, biological, geological, archaeological, and traffic conditions and impacts. A review of numerous alternatives resulted in the selection of a preferred plan. LandPeople and a subconsultant team then prepared designs, environmental documents, and permit applications to San Mateo County for a Coastal Development Permit.

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(510) 286-3826

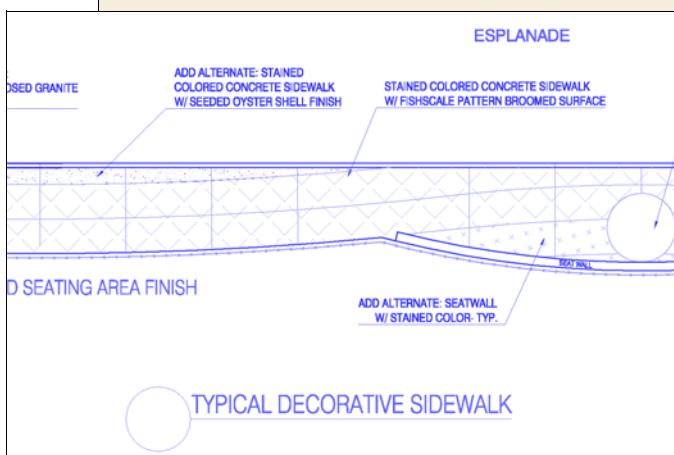
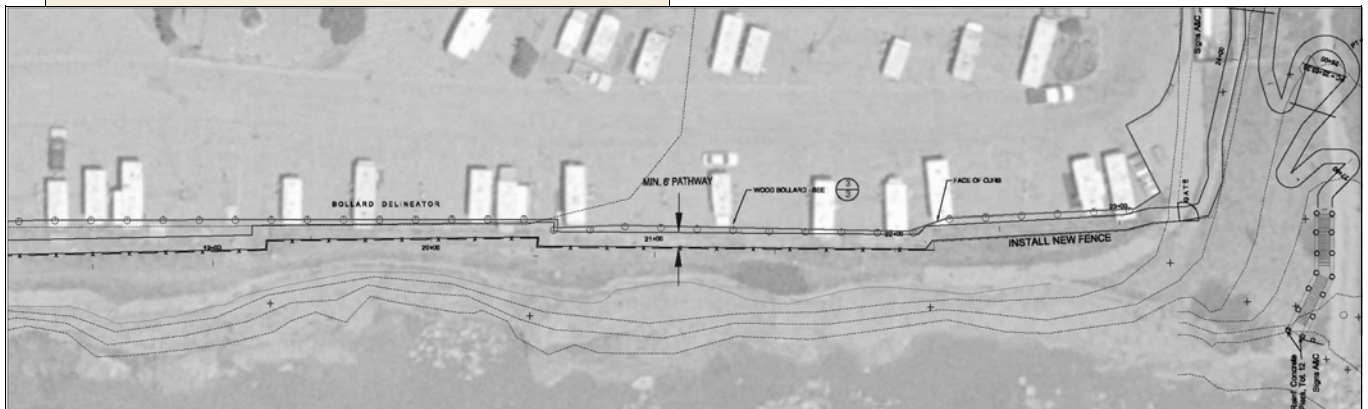
tduff@scc.ca.gov

ESPLANADE/BEACH ACCESSWAY

CITY OF PACIFICA DEPARTMENT OF PUBLIC WORKS



LandPeople has prepared construction documents for a vertical beach accessway and a blufftop trail through San Francisco RV Park, including preparation of a planting and irrigation plan for the vertical accessway, preliminary plans and construction documents for an extension of the blufftop trail north along the Esplanade, and development of a conceptual plan for walkways, fencing, an overlook area, and native dune plant re-establishment at the Esplanade at Manor Drive.



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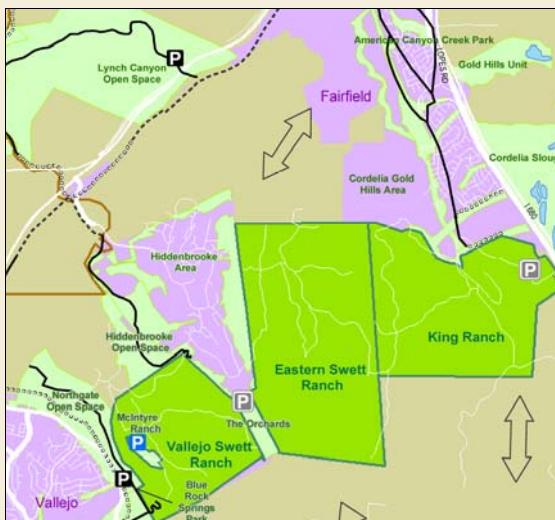
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SKY VALLEY-CORDELIA HILLS OPEN SPACE PUBLIC ACCESS PLAN

Solano Land Trust



LandPeople was retained by Solano Land Trust to prepare a Public Access Plan for a 4,000 acre open space area between the cities of Benicia, Vallejo and Fairfield. The Plan includes a north-south multi-use Ridge Trail connection, major east-west connection trails, and internal loop trails.

LandPeople also prepared a corresponding Public Access Management Plan for the use and improvements implementing resource protection and enhancement goals and efforts, and the personnel and financial resources required/available for management of public access by Solano Land Trust and its partners.

Contact:

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**Project wins 2005
American Planning Association
Award!**

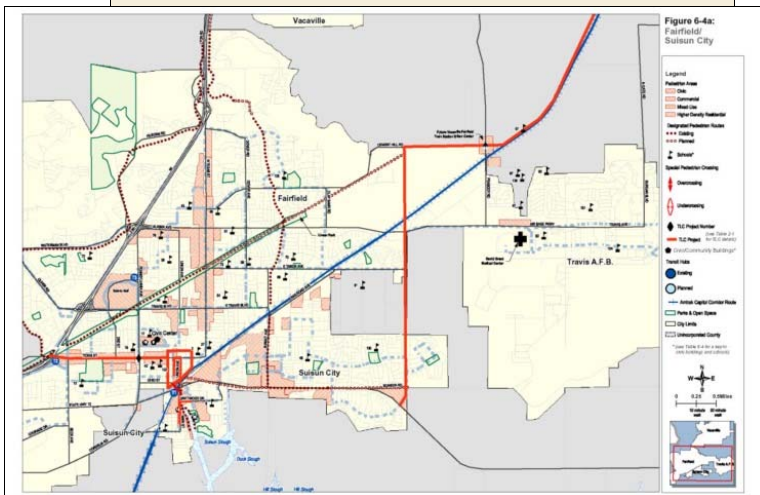
The American Planning Association California Chapter Northern Section recently selected the Countywide Pedestrian Plan for an Outstanding Planning award: Planning Implementation - Large Jurisdiction

SOLANO COUNTYWIDE PEDESTRIAN PLAN

SOLANO TRANSPORTATION AUTHORITY • SUISUN CITY, CALIFORNIA



This plan is a component of the Solano Transportation Authority's Comprehensive Transportation Plan. The Countywide Pedestrian Plan includes short-term and long-term phasing recommendations, concepts and guidelines for design and amenities for each of the core cities, strategies for funding, acquisition and implementation, and guidelines for maintenance and management. In developing these guidelines and strategies, LandPeople has worked with an Advisory Committee and a subcommittee of the Transportation Authority Board, as well as the staff and representatives from many of the eight member agencies of the Solano Transportation Authority.



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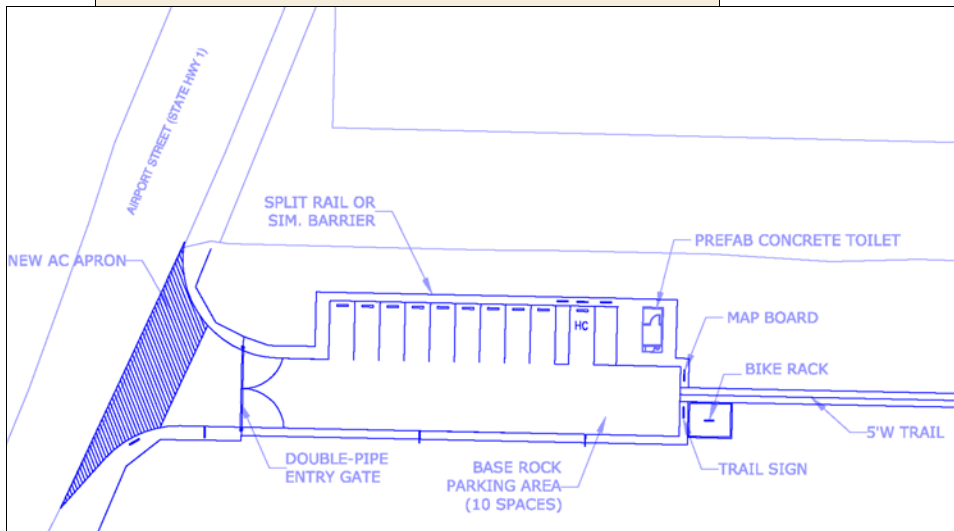
PILLAR POINT BLUFF ACCESS PLAN

PENINSULA OPEN SPACE TRUST



The Peninsula Open Space Trust (POST) has retained LandPeople and a subconsultant team to prepare a plan, environmental document and permit applications for public access to the Pillar Point Bluff project. POST purchased an approximately 119 acre parcel of coastal land northwest of the Pillar Point Harbor, between the Half Moon Bay Airport and the Pacific Ocean. This property is a key addition to protected lands at Pillar Point, particularly the Fitzgerald Marine Reserve operated by San Mateo County Parks. It includes a portion of the California Coastal Trail.

LandPeople worked with agencies, organizations, and the public to determine the optimal interim and long-term trail layout for the property, a small public staging area, and protection and interpretation of natural and cultural resources. An environmental document and permit applications were prepared for review of a Coastal Development Permit by San Mateo County.



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